

CHANGES BY RIPPER BILL

MR. VOSBURG SAYS THEY CAN
BE EASILY MADE.

The Recorder Will Assume Office Immediately Upon His Appointment and May at Once Remove the City Solicitor and Board of Assessors and Appoint the Heads of the New Departments Who Can in Turn Remove All Subordinate Officers, Including Policemen and Firemen.

Now that the far-famed and much-discussed ripper bill has virtually become a law, Scranton must prepare to reorganize its city government under its provisions. City Solicitor Vosburg stated yesterday to a Tribune man that if the matter was gone about in an expeditious manner it could be done without any friction and without any very great amount of trouble.

The recorder to be appointed by the governor will assume the duties of the office immediately upon the receipt of his commission, Mr. Vosburg says. This will be necessary, inasmuch as the bill provides no especial time upon which he shall commence to act.

The recorder may immediately remove from office the city solicitor and the members of the board of assessors, and may at the same time appoint the following officers: Director of public safety, director of public works, collector of delinquent taxes, city solicitor and five members of the board of assessors. As soon as appointed, these various heads of departments may in turn immediately remove all subordinate officials in each of their respective departments.

DEPARTMENT CHANGES.

Thus, for instance, the director of public safety can remove the chief of police, the chief of the fire department and the building inspector and appoint others in their places while the director of public works can remove the city engineer and the street commissioner. The director of public safety is given the power to remove at once, if he so desires, the members of the fire and police departments by a written order, and to appoint their successors. The latter, however, must pass a certain competitive examination, such as may be fixed by the director of public safety, before they can receive the appointment.

The bill provides that the policemen and firemen appointed under its provisions shall not be removed from office without their written consent, except by the decision of a court of inquiry composed of fellow-policemen or fire-fighters, this court to be appointed by the director. This provision applies to only those officers appointed under the ripper bill, and has no application whatever to the present members of the police and fire departments.

The recorder, who is to be appointed by the governor, will undoubtedly assume office at once; it is likely that in order to prevent complications he will not make any removals or appointments until April 1, or the beginning of the next fiscal year.

THE FIRST STEP.

The first thing which it will be necessary for councils to do will be to pass a general reorganization ordinance, following the provisions of the ripper bill, creating the various departments and outlining in a general sort of way the duties of the heads of each. This ordinance will also create the various bureaus under each department, as the bureau of fire and the bureau of police.

The bill provides that the duties of the director of public works and the director of public charities may be combined in one official, as may also the offices of city treasurer and collector of delinquent taxes. In order to save the additional expense of salaries for these officials it is probable that the general reorganization ordinance will provide for this combination.

This ordinance has already been partially prepared by Select Committeeman John E. Reile. He and City Solicitor Vosburg will get their heads together upon it right away, so that it will probably be ready for presentation to councils next Thursday night. The ordinance now governing the police, fire and other departments will remain in force until supplemented by new measures.

MORE ROOM NECESSARY.

Another important consideration which will have to be taken up is the changing of the offices in the municipal building to accommodate the new officials. It is thought that a portion of the fourth floor will have to be demolished to make room for the new departmental offices. This matter will probably be looked after by a joint committee which will soon be appointed.

Mayor Moir returned yesterday from Harrisburg, happy as the proverbial clam and confident that he will be the governor's appointee for recorder, or course, he hasn't got much to say on this particular point, but from what he does say it can be easily inferred that he is sure of remaining in his present office for two more years. "I'm glad the ripper bill has passed," said he. "This city needed a charter radically different from the cumbersome and vicious charter under which Pittsburg and Allegheny have been operating as second-class cities for so many years."

TINY NAVIES OF THE WORLD.

Some South American Countries Have but One Warship Afloat. From the New York Mail and Express.

The blue-faced skipper who telegraphed from City Island that he had killed his crew and wanted the police to meet his craft at Hell Gate had more humor than usually accompanies a tragedy of this kind. His exploit has won him the world in a measure. This appeal was unanswered by the police boat Patrol, laden with arms and bluecoats. When it came to abide the skipper pointed to the body of a dead negro and said: "I have shot my crew." There is a parallel story in a cablegram that was received from Colombia several days ago. It read: "Whole Colombian navy sunk." The marine editor and expert naval writer of a morning paper happened to be out epidemic the main brace at this critical moment, and had no hand in the flurry that followed. It took much overhauling

to discover that the "whole" of the Colombian navy consisted of just one ship, and that she did not have any superimposed turrets.

Both of these stories were heartily laughed over when related at the navy yard in Brooklyn the other day, and the question of infant navies was discussed. It is not long since an patriotic beach comber put a lion on the navy of Paraguay. Paraguay has an area of 91,560 square miles, population of several millions, and its navy consists of one sloop. Several steam launch boats in northern waters make a practice of following this gaudy around to tow her off when she gets around to it to prevent the rebels from lifting her out of the water and carrying her bodily to the woods.

As insignificant as the navy of Paraguay is, that of Peru is a shade inferior. Instead of having several steam launches to dance attendance on the Peruvian "squadron" Peru has but one launch.

Considering her seaboard territory, Colombia has a tiny navy indeed. The republic represents 534,733 square miles, and a population of over 4,000,000. The similitude of the coast gives about 600 miles on the Atlantic and 666 on the Pacific ocean. Her navy too, the most part consists of a sectional gunboat that was built at Perth Amboy, N. J., in 1865, and sent down to the coast.

Costa Rica, which has always been averse to fighting with her larger neighbors, Nicaragua and Honduras, like them, water front on both the Caribbean sea and the Pacific ocean. Yet this country has but one torpedo-boat as a navy, and she is but sixty-two feet in length. A torpedo-boat in this instance is as good as the armaments of Europe. Neither Honduras, Guatemala, nor Nicaragua has any "navy" at all. The once wealthy and populous Aztec state called San Salvador has a "navy" of its own, and this navy is eighty-six feet long and bears the good old name of Chetumal. This vessel was built in San Francisco, and when taken into the navy has a displacement of 100 tons, two guns and triple expansion engine. When compared with her next-door neighbor, Colombia, the Republic of Ecuador, is minute in that portion of the Pacific. Not only has Ecuador a transport of iron in the Chatham, but she also has a ship of war of six guns with a crew of 144, and two gunboats.

Few towers away above both Ecuador and Colombia in the matter of a navy, having several fairly good ones. One, the Santa Rosa, burns benzine. As Peru stands shoulder to shoulder with both Ecuador and Colombia in the matter of a navy, so does Chile stand above Peru. In the same respect, Chile has the Captain Brat, of French construction, the Almirante Cochrane, the last two of English build, is able to wipe out the best portion of the entire navies of South America, except, of course, the Argentine Republic and Brazil. Chile, possibly, did not consider it worth while to take the cruiser Almirante when Peru captured her, for the same year in which she lost that vessel she took as prizes from Peru the Huancayo and the Piscohuano, both of which were built at Piscohuano.

Santa Domingo has a navy consisting of several gunboats, one of the Restauracion, quite new and from Glasgow, with nine guns, and the other, the Independencia, with seven quick-firing guns and twin screws. Santo Domingo has a more formidable fleet, although unarmored, however, and two, the Almirante Piero and Capo di Mort, absolutely new.

Mexico has but one cruiser, the Zaragoza, which they say is faster or faster than any is of water. Liberia, with 600 miles of water front, has but two gunboats, the Chayonembo and the Rocktown, but so far nothing is a building. Bulgaria, the remaining off the northern edge of the decaying Teutonic empire, as a Moscovian port, has a very small navy, consisting entirely of iron sailing ships, but the reorganization era was left behind, having been cumulative. The improvement in ironclads has exceeded the most sanguine expectation. It should be remembered also that these gains have been accomplished with the rate situation not altogether perfect.

The improvements of the country's roads, however, are constantly working toward developing a system that will, so far as possible, remove even the few existing obstacles to a thorough maintenance of published tariffs. Operating expenses continue to be borne by the mail, which charges that could properly be placed against capital investment, or which represent expenditures above the normal in the maintenance of way and structures and of equipment. In a word, the railroads, since the reorganization era was left behind, have been regarding themselves constantly as if they "valley day." However, too, this rainy day promises to be far distant. It only needs another year of good average crops to place the transportation industry of the country upon the most prosperous basis ever known in our history.

NEWS OF THE LABOR WORLD

NEW POSITION OCCUPIED BY S. BRINK THORNE.

Has Become General Manager of the Temple Iron Company's Properties in This Part of the State—Situation in the Railroad World as It Exists Today—The D. L. & W. Board for Today—Alabama Coal Lands Being Developed and Great Quantities of Coal Mined.

S. Brink Thorne, the efficient controller of the Erie and Wyoming Valley railroad, railroad and the Pennsylvania Coal company, will today tender his resignation and become general manager of the Temple Iron company, operators of several collieries in this vicinity.

As insignificant as the navy of Paraguay is, that of Peru is a shade inferior. Instead of having several steam launches to dance attendance on the Peruvian "squadron" Peru has but one launch.

Considering her seaboard territory, Colombia has a tiny navy indeed. The republic represents 534,733 square miles, and a population of over 4,000,000. The similitude of the coast gives about 600 miles on the Atlantic and 666 on the Pacific ocean. Her navy too, the most part consists of a sectional gunboat that was built at Perth Amboy, N. J., in 1865, and sent down to the coast.

Costa Rica, which has always been averse to fighting with her larger neighbors, Nicaragua and Honduras, like them, water front on both the Caribbean sea and the Pacific ocean. Yet this country has but one torpedo-boat as a navy, and she is but sixty-two feet in length. A torpedo-boat in this instance is as good as the armaments of Europe. Neither Honduras, Guatemala, nor Nicaragua has any "navy" at all. The once wealthy and populous Aztec state called San Salvador has a "navy" of its own, and this navy is eighty-six feet long and bears the good old name of Chetumal. This vessel was built in San Francisco, and when taken into the navy has a displacement of 100 tons, two guns and triple expansion engine. When compared with her next-door neighbor, Colombia, the Republic of Ecuador, is minute in that portion of the Pacific. Not only has Ecuador a transport of iron in the Chatham, but she also has a ship of war of six guns with a crew of 144, and two gunboats.

Few towers away above both Ecuador and Colombia in the matter of a navy, having several fairly good ones. One, the Santa Rosa, burns benzine. As Peru stands shoulder to shoulder with both Ecuador and Colombia in the matter of a navy, so does Chile stand above Peru. In the same respect, Chile has the Captain Brat, of French construction, the Almirante Cochrane, the last two of English build, is able to wipe out the best portion of the entire navies of South America, except, of course, the Argentine Republic and Brazil. Chile, possibly, did not consider it worth while to take the cruiser Almirante when Peru captured her, for the same year in which she lost that vessel she took as prizes from Peru the Huancayo and the Piscohuano, both of which were built at Piscohuano.

Santa Domingo has a navy consisting of several gunboats, one of the Restauracion, quite new and from Glasgow, with nine guns, and the other, the Independencia, with seven quick-firing guns and twin screws. Santo Domingo has a more formidable fleet, although unarmored, however, and two, the Almirante Piero and Capo di Mort, absolutely new.

Mexico has but one cruiser, the Zaragoza, which they say is faster or faster than any is of water. Liberia, with 600 miles of water front, has but two gunboats, the Chayonembo and the Rocktown, but so far nothing is a building. Bulgaria, the remaining off the northern edge of the decaying Teutonic empire, as a Moscovian port, has a very small navy, consisting entirely of iron sailing ships, but the reorganization era was left behind, having been cumulative. The improvement in ironclads has exceeded the most sanguine expectation. It should be remembered also that these gains have been accomplished with the rate situation not altogether perfect.

The improvements of the country's roads, however, are constantly working toward developing a system that will, so far as possible, remove even the few existing obstacles to a thorough maintenance of published tariffs. Operating expenses continue to be borne by the mail, which charges that could properly be placed against capital investment, or which represent expenditures above the normal in the maintenance of way and structures and of equipment. In a word, the railroads, since the reorganization era was left behind, have been regarding themselves constantly as if they "valley day." However, too, this rainy day promises to be far distant. It only needs another year of good average crops to place the transportation industry of the country upon the most prosperous basis ever known in our history.

D. L. & W. Board.

The following is the make-up of the D. L. & W. Board for today:

THURSDAY, FEBRUARY 28.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

THURSDAY, FEBRUARY 28.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W. H. Clegg, Pres., D. L. & W. Wallace, Vice-Pres.

W